

ADVERTISE!

The Best Medium for
Advertising
in the Colony is
THE 'CHINA MAIL.'
THE POPULAR AND LEADING PAPER.

The China Mail.

ESTABLISHED 1845.

PRINTING

OF EVERY DESCRIPTION
Promptly, Neatly, &
Cheaply Executed
AT THE
China Mail Office,
5 WING LUN STREET.

No. 11,677.

號四十八年百九千一英

HONGKONG, TUESDAY, AUGUST 14, 1900.

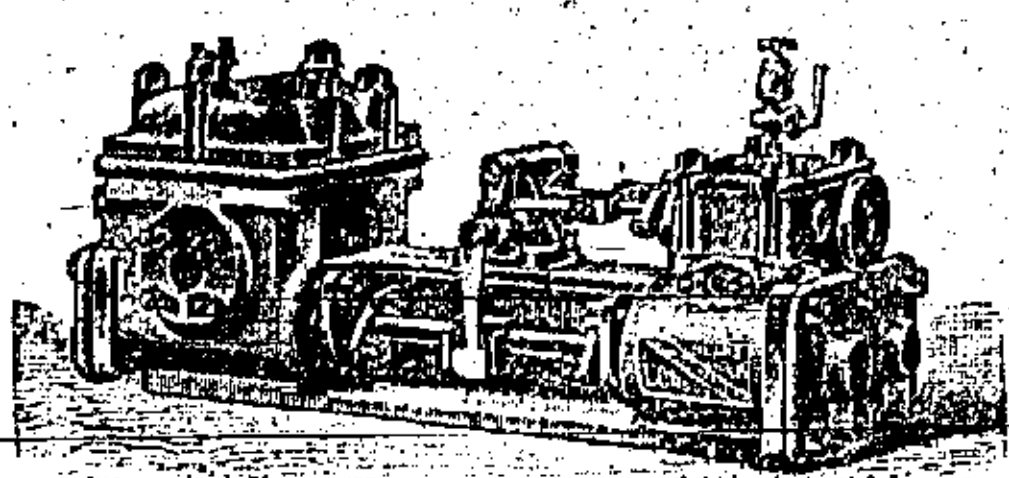
日十二月七年子庚

PRICE, \$2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.,

Engineers and General Merchants.



A Large Stock of Pumps, Forges, Tele-
graphs, Asbestos Packings and Deck and
Engine Room Stores of all kinds ready
for instant delivery.

THIS SPACE RESERVED FOR W. S. BAILEY & CO.
ENGINEERING AND SHIPBUILDING WORKS.

Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.
HOTEL CRAIGIEBURN.

DUNKER'S GAP, THE PEAK,
near the TRAM TERMINUS. Telephone 66.
For Terms,
Apply to the MANAGER. 741

THE HONGKONG COTTON SPIN-
NING, WEAVING AND DYEING
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS:
THE ORDINARY ANNUAL MEET-
ING OF SHAREHOLDERS of the
above Company will be held in the Office
of the General Managers on MONDAY,
September 2nd, and not on August 27th, as
originally advertised, at 4 o'clock p.m., for
the purpose of receiving the report of the
Consulting Committee and Statement of
Accounts to August 1st, 1900.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 13, 1900. 1749

THE HONGKONG COTTON SPIN-
NING, WEAVING AND DYEING
COMPANY, LIMITED.

NOTICE is hereby given that the RE-
GISTER OF SHARES in the above
Company will be CLOSED from MON-
DAY, August 2nd to the 3rd day of
September (both days inclusive), and not from
August 2nd to August 27th, as previously
advertised, during which period no Transfer
of Shares can be Registered.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 13, 1900. 1750



GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN
DOLLARS, Current in this Colony,
and Weighing 7.17, in Exchange for Ster-
ling Bills drawn at 10 days' sight on the
London Commissioners of Her Majesty's
Treasury, London, will be received by the
District Paymaster, Army Pay Department,
until 11 a.m. on WEDNESDAY, the
15th inst.

The TENDERS to state the total amount
required (in Pounds Sterling) and the
amount for which each Bill should be drawn,
but no Bill will be issued for Sums
less than £100.

The TENDERS to be in Duplicate and in
sealed covers, addressed to the District
Paymaster, Army Pay Department, and
endorsed 'Tenders for Government Bills.'
This right to accept or reject any or all of
the Tenders is reserved.

P. S. DYSON,
CAPTAIN,
District Paymaster, China.
Her Majesty's Treasury Office,
Fleischer Street,
Hongkong, 11th August, 1900. 1751

MINERAL ASSAYS & ANALYSES.

THE YANOSKE VALLEY SYNDICATE, Inc.,
having its own well-equipped Labora-
tory, is prepared, in order to assist in the
Mineral Development of China, to do Assay
work of all descriptions. Quantitative
Analyses, and to classify minerals for Mine
owners and others.

Mines as well as Minerals of Economic
value purchased, and consultations arranged
by appointment.

Terms moderate.
Address: THE LABORATORY,
48, ROBINSON ROAD.
Cable Address: 'YANOSKE', Shanghai.
12th August 1900. 1752

METZLER



HIGH CLASS ENGLISH PIANOS.

\$450, Payable in one year. Tuning Free.
Net Cash \$400.

The Robinson Piano Co., Ltd.

Absolutely Guaranteed.

NOTICE

WE have this Day Established Our-
selves in Business under the Firm
Name of
CROFTON & WILSON,
as GENERAL PASSENGER BROKERS
and COMMISSION AGENTS.
J. J. SPOONER,
H. WILSON.

Address: Koon See Hong,
34, WING ON LANE,
Hongkong.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the OR-
DINARY HALF-YEARLY MEET-
ING OF THE SHAREHOLDERS in this Cor-
poration will be held at the City Hall,
Hongkong, on SATURDAY, the 18th
day of August, Next, at Noon, for the
purpose of receiving the Report of the
Court of Directors, together with a State-
ment of Accounts to the 30th June, 1900.

By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, July 25, 1900. 1610

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERS OF SHARES of the above
Corporation will be CLOSED from
SATURDAY, the 4th, to the 18th day
of August next (both days inclusive), during
which period NO TRANSFER OF SHARES
can be Registered.

By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, July 25, 1900. 1611

FRENCH LADY desires Pianos for
the ENGLISH and FRENCH
LANGUAGES. For Terms and References,
apply to
M. N.,
P. O. B. 48.
Hongkong, July 21, 1900. 1674

WANTED TO RENT.

A 7 or 8-ROOMED HOUSE.
Apply to 'Hovet', care of the
'CHINA MAIL' Office.
Hongkong, August 12, 1900. 1728

'KIRIN.'

A Delicate
Lager.

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.40 per dozen.

PINTS, \$1.75 do.

W. HUTTON POTTS,

Sole Agent for Hongkong.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

1, PRIMA CENTRAL.
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS.

ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & Co., Managers.
JOHN BROWN HILL, Superintendent.

LANE, CRAWFORD & CO.

THE CELEBRATED

"GEM" ICE CREAM FREEZERS.

ICE CHESTS,
ICE SHAVES,
ICE PICKS,
AND OTHER SEASONABLE GOODS.



G. H. MUMM & CO. S

EXTRA DRY CHAMPAGNE.

Age 1861. SHEWAN TOMES & Co.

For Hongkong, Shanghai and Japan.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

ASK FOR FERGUSON'S

P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.
These are the finest productions of Scotland,
distilled absolutely of all delicious matter.
THE CREME DE LA CREME OF
WHISKIES.
PURE AND MILD.
Sole Importers,
F. BLACKHEAD & Co.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS FROM
'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.
J. M. DE ZUNIGA.
10, Queen's Road Central.
Entrance by Lee Hoo Street, (New Victoria Hotel).

THE PHARMACY.

10 Queen's Road Central, Hongkong.
ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other
FOREIGN FORMULAE.
SOMERVILLE'S EXPORT AND 'GLENDOUR' WHISKIES.
PORTROY HIGHLAND WHISKY (PURE MALT).
MANILA CIGARS.
Manager, RICHARD FLINT.

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY.
10, DES VOGES ROAD, CENTRAL.

DR. PETERSON wishes to announce
that he has RESUMED his DENTAL
PRACTICE in South China and may be
consulted at his New Office—
10, Des Voges Road Central, 1st Floor.
Hours 10 A.M. to Noon, 2 to 5 P.M.

Hongkong, July 25, 1900. 1635

FOR IMMEDIATE SALE.
A POWERFUL TWIN-SCREW
RIVER STEAMER, very suitably
fitted to carry large number of Passengers
and Cargo.
For Particulars, apply to
BANKER & Co.
Hongkong, July 24, 1900. 1644

Business Notices.

THE SUMMER HAS COME
AND SO HAVE

Watkins' Aerated Waters.

But the latter have come to stay.

OUR

SODA, POTASH, TONIC, RASPBERRYADE,
SARSAPARILLA, LEMON-SQUASH, SELTZER, LITHIA,
SANTHARIS, LEMONADE, BELFAST GINGER-ALE,
ZOEDONE, AND GINGER BEER

are second to none. Our machinery being of the very newest
design we are enabled to turn out the best article.

Watkins Limited.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net \$5.00 per cask, ex Factory.
In bags of 250 lbs net \$3.00 per bag, ex Factory

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FINE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS. 2635

MUSICAL DEPARTMENT.

SELECTED LIST OF PIANOS SPECIALLY BUILT FOR THE CLIMATE.

PATENT PORTABLE PIANO	\$250	BUROUX MODEL BY BROADWOOD	\$1500
CHALLENGE MODEL BY CHALLENGE	\$400	SHUTTLEWORTH MODEL BY DORNER	\$350
COTTAGE MODEL BY CHALLENGE	\$240	SHORT GRAND MODEL BY DORNER	\$1250
OXFORD MODEL BY CHALLENGE	\$300	CHALLENGE MODEL BY DORNER	\$150
COLLIER MODEL BY CHALLENGE	\$1100	BROADWOOD SECOND HAND PIANO	\$150
CHALLENGE MODEL BY BROADWOOD	\$800	SECOND HAND PIANOS FROM \$100	

LANE, CRAWFORD & CO.

VICTORIA DISPENSARY.

Prickly Heat Lotion.

The only Effectual Remedy for Allaying
Irritation.

CHAS. HEIDSIECK'S CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).
PER CASE OF 1 DOZEN QUARTS, \$38.00; 2 DOZEN PINTS, \$40.00.

CACHET IMPERIAL (Extra Dry; Gout American).
PER CASE OF 1 DOZEN QUARTS, \$42.00; 2 DOZEN PINTS, \$44.00.

'NE PLUS ULTRA' (Finest Extra Dry Quality).
Same as Shipped to England.
PER CASE OF 1 DOZEN QUARTS, \$44.00; 2 DOZEN PINTS, \$46.00.

SPECIAL PRICES FOR QUANTITIES.

All the leading newspapers of Great Britain speak in high praise of the above
Wines, which were presented in large quantities by the growers to the HOSPITAL
SHIPS in South Africa.

SIEMSEN & Co.,
SOLE AGENTS FOR CHINA AND JAPAN.

BLATZ THE STAR MILWAUKEE BEER.

PER CASE OF 10 DOZEN PINTS \$25.00

SOLE AGENTS
H. PRIOR & Co.,
12, QUEEN'S ROAD

BRANDIES.

Specially Selected * * * * * \$12.00 per doz.
18 00
18 00
Hennessey's Very Old Brandy * * * * * 18 00

These BRANDIES are all of the finest produce and being
purchased by BULK direct from the growers we are able to give
exceptional value.

CALBECK, MACGREGOR & Co.,
Wine and Spirit Merchants

W. POWELL & Co.

JUST LANDED, ANOTHER NEW SHIPMENTS OF
ICE CREAM FREEZERS, 8 qts, 5 qts, 10 qts. and 12 qts.

ALSO
AN ASSORTMENT OF ICE CREAM POWDER.

Hongkong August 8, 1900. 1641

MEMOS FOR TOMORROW.

Shipping.

4 p.m.—Changsha leaves for Manila.

Tender Closed.

11 a.m.—Tenders for Government Bills received by the District Paymaster.

Army Pay Department.

Miscellaneous.

Goods per *Siam* undelivered after noon this date subject to rent.

General Memoranda.

Friday, August 17.

Goods per *Manila*, undelivered after noon this date subject to rent.

Saturday, August 18.

Noon—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation at the City Hall.

Dividend Warrants of the China Sugar Refining Co., Ltd., payable.

Monday, August 20.

Noon—Meeting of Shareholders of the Hongkong and Whampoa Dock Co., Ltd., at the Co.'s Offices, Queen's Buildings, Connaught Road.

3 p.m.—Auction of Crown Land situated at Shaukiwan.

Tuesday, August 21.

3 p.m.—Auction of Important Land Sale, situated at Kowloon, with frontage on the Canton Road.

3 p.m.—Auction of Valuable Property, viz. situate at Yuenai, by Messrs. Hughes and Hough.

Goods per *France* undelivered after noon this date subject to rent.

Monday, September 3.

4 p.m.—Meeting of Shareholders of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., at the Offices of the General Managers.

Opium Quotations.

Hongkong, Aug. 14, 1900.

New Patna, cash, 33.4

Old Patna, cash, 10.40

Old Benares, cash, 15.75

New Malwa, credit, 80.800

Allova, cash, 12.16

Last Year, 900.910

Allova, cash, 940

Old Malwa credit, 140

Allova, cash, 2.65

Persian, Oily, cash, 2.65

Allova, cash, 2.65

Persian, Papered long, 2.65

Allova, cash, 2.65

Exchange.

Hongkong, August 14, 1900.

On London, 2.01

On demand, 2.01

On 30 days sight, 2.01

On 60 days sight, 2.01

On 90 days sight, 2.01

On 120 days sight, 2.01

On 150 days sight, 2.01

On 180 days sight, 2.01

On 210 days sight, 2.01

On 240 days sight, 2.01

On 270 days sight, 2.01

On 300 days sight, 2.01

On 330 days sight, 2.01

On 360 days sight, 2.01

On 390 days sight, 2.01

On 420 days sight, 2.01

On 450 days sight, 2.01

On 480 days sight, 2.01

On 510 days sight, 2.01

On 540 days sight, 2.01

On 570 days sight, 2.01

On 600 days sight, 2.01

On 630 days sight, 2.01

On 660 days sight, 2.01

On 690 days sight, 2.01

On 720 days sight, 2.01

On 750 days sight, 2.01

On 780 days sight, 2.01

On 810 days sight, 2.01

On 840 days sight, 2.01

On 870 days sight, 2.01

On 900 days sight, 2.01

On 930 days sight, 2.01

On 960 days sight, 2.01

On 990 days sight, 2.01

On 1020 days sight, 2.01

On 1050 days sight, 2.01

On 1080 days sight, 2.01

On 1110 days sight, 2.01

On 1140 days sight, 2.01

On 1170 days sight, 2.01

On 1200 days sight, 2.01

On 1230 days sight, 2.01

On 1260 days sight, 2.01

On 1290 days sight, 2.01

On 1320 days sight, 2.01

On 1350 days sight, 2.01

On 1380 days sight, 2.01

On 1410 days sight, 2.01

On 1440 days sight, 2.01

On 1470 days sight, 2.01

On 1500 days sight, 2.01

On 1530 days sight, 2.01

On 1560 days sight, 2.01

On 1590 days sight, 2.01

On 1620 days sight, 2.01

On 1650 days sight, 2.01

On 1680 days sight, 2.01

On 1710 days sight, 2.01

On 1740 days sight, 2.01

On 1770 days sight, 2.01

On 1800 days sight, 2.01

The China Mail.

HONGKONG, TUESDAY, AUGUST 14, 1900.

Every newspaper reader is now familiar with the phrase 'a war of millions and millions'.

In the early days of the war in South Africa this town not inconsiderable class of people in Europe and America was a summing up of the causes which led to the war with the Transvaal and the Orange River Free State. Those who held that opinion to-day hold it in a very modified sense, while the great body who originally looked upon it as a full and true statement of the *casus belli* have long since abandoned it for the very good reason that the facts that have been brought to light are all against it. The keen interest in South African affairs has suddenly waned in face of the questions of immense and far-reaching importance raised by what we cannot call by any other name than the war in China. Once more the logical mind of the westerner begins to look for a sufficient cause for the present crisis in China, and not a few, including the Chinese Consul in San Francisco, pronounce that cause to be 'missions and missionaries.' We venture to say that just as in the case of South Africa the additional information which will be brought to light as the war proceeds can have but one result in leading all reasonable men to refuse to believe an assertion like the above, so matter by whom advanced. This is not a time for recriminations. It would not be difficult to show by examples taken from all the classes of foreigners in China that they have all contributed something towards the general misunderstanding and ill-feeling which has so long existed on the part of the Chinese towards foreigners. It is possible to approach this subject with minds freed from all bias and prejudice and prepared to give due weight to all that may be advanced by way of explanation. Let us inquire first of all—is the general charge that is brought against missions and missionaries rousing the Chinese, founded on fact? Missionaries are the first to admit that they are not immaculate and by no means as a class free from blame. Still it ought always to be kept in mind that the missionary body includes many nationalities and necessarily men of every kind of temperament, it is not particularly strange therefore if cracks be found among their number. Would it not be equally true if they were all engaged in mercantile pursuits? Human nature is very much the same all the world over whether in the guise of a missionary or a merchant. The Chinese and who thoughtlessly attack ancient customs, like ancestral worship, but their number is infinitesimally small compared with those whose constant endeavour is to avoid all unnecessary offence. It is becoming any Chinaman to speak slightly of the immense services that missionaries from the earliest times have heroically rendered to China and her millions. The Roman Catholic missionaries in the 17th and 18th centuries taught the Chinese astronomy and corrected the calendar, which was nothing but a mass of errors. They also introduced some of their converts to the study of mathematics and helped the people in many other ways. The chain pump which is of so great value in Chinese agricultural operations is said to have been the invention of a Jesuit. This one mechanical contrivance has practically saved the Chinese from famine again and again, and it alone is enough to have earned the lasting gratitude of the Chinese. The nineteenth century has witnessed the rise of Protestant Missions. Who can estimate the untold blessings that have come to the Chinese through medical missions? Ten years ago it was reckoned that over half a million of people passed through the Missionary Hospitals every year. The number to-day cannot be less than one million annually. The doctors have multiplied their hands by training students in Western medicine, and these men are now doing the same kind of work in hundreds of centres. Then literature has not been neglected. In addition to religious literature a great and growing library of books has been translated dealing with Science, Mathematics, Philosophy, Political Economy, History, Geography, and many miscellaneous subjects. China has no nineteenth century or indeed any modern history dealing with present-day questions. The only up-to-date monthly is the *Ma Kwei Kung Pao* (*Central Review*). Do thousands of the literati and mandarins this magazine is the only means of enlightenment and information. Mr. Ho Yow, the Chinese Consul General at San Francisco, informs us that missionaries pushing for into the interior, to districts where the ancient beliefs were most firmly rooted, led to the raising of the Boxers. This is contrary to experience. Missionaries have generally found the people to increase in friendliness in proportion to their distance from Treaty Ports, provided the gentry have not incited them to acts of violence. In ninety-nine cases out of every hundred the reception of the missionary depends more on the feelings of the literati than anything else. If they are friendly the missionary can proceed with a lot of successes, but if not it is soon manifest in the changed disposition of the people. To get at the real reason for the periodical riots and disturbances, which we have come to associate with life in China, we must look deeper. Whatever views may be held regarding mission work in general there are no two opinions as to medical missions. Yet strange to say some of the most serious troubles in China have risen from Hospitals and benevolent institutions for the reception of orphan children. There is no name held in higher estimation in China, among Chinese and Foreigners alike, than that of Dr. Kerr who during his labours extending over nearly half a century at the Canton Hospital, has saved thousands of lives and relieved the sufferings of tens of thousands besides. A few years ago that Hospital was threatened by a mob and not improbably among the rabble were men who had been healed by the foreign doctor. A guard of soldiers was sent and the Hospital saved. A permanent guard-station was then established near the main entrance of the Hospital. Mr. Ho Yow tells us, 'To be perfectly plain the Chinese are not yet ready for Christianity—it is folly to attempt to make them swallow the gospel blind.' Let the fair-minded reader consider this statement in the light of the above facts and say if that gentleman has laid his hand on the spot. The history of Foreign relations with China for the last fifty years, if it teaches us anything more plainly than another, it is that no matter what Foreigners do for the Chinese they are misjudged. If they are doing the most beneficent benevolent work their motive is misconstrued, they are said to be swarming over the confidence of the people by their means to use them afterwards for their base purposes. Many have been won to better lives and many more would have been but for the intervention of the Literati and gentry. After making due allowance for the Chinese who have to some extent been enlightened, the fact remains that all these troubles have but one explanation and that is racial hatred and race distinction. This is the result of China's long age of seclusion and non-intercourse with the outside world. Her very ancient civilization has proved a snare and a stumbling-block. What was originally a blessing has become a curse. Two words describe the feeling the Chinese have towards all foreigners, and they are pride and contempt. They are proud of their own country and its history. It is the land of the sages and all true virtue. This does not produce pity for the 'outside barbarian' who has not had these glorious privileges but a feeling of contempt and that has degenerated in course of time into murderous hatred. These feelings are not only inherited but are brought to bear upon them. The gradual awakening to the fact that western nations are great and powerful has embittered the representatives of this old-world conservatism. They feel this power closing round them tighter and tighter. The lessons of 1842 and 1857 have completely faded from their memories and with an infatuation no less blind than before they are rushing on to their doom. As the Roman proverb has it 'Whom the gods would destroy they first drive mad.'

LOCAL AND GENERAL.

Notes by the Way.

Parcels mail for Europe per *s.s. Malta* will close at 3 p.m. on Friday, the 17th Aug.

The return of plague cases up to noon on the 14th August showed that 4 fresh cases and 4 deaths occurred during the preceding 24 hours.

During the week ended 11th August there were 31 cases of communicable diseases reported in the Colony. Of these 29 were of plague, and 28 deaths resulted. The other two cases were of enteric fever, and one of them proved fatal.

Through a misunderstanding we omitted to acknowledge yesterday, as exclusive items of information to our esteemed morning contemporary, the two messages from Peking received by the British and American Consuls at Canton. We think that Mr. Scott, (H. B. M. Consul at Canton) might make such messages public as soon as they are received—unless, of course, he does not believe in their authenticity.

More Letters for Canton.

Sergeant Gernard was walking along Queen's Road this morning, when he observed a Chinaman whose movements led the Sergeant to search and arrest him. On the man's person was a bundle of from 60 to 70 letters apparently for conveyance to Canton. The man was brought up to the Magistracy to-day, and fined \$100, with the alternative of imprisonment for two months. A further search of the man's property revealed that he was in possession of a large number of lottery tickets. He will accordingly be charged with dealing in these articles.

The Artful Dodger.

He was a genius who fell into the hands of the police this morning, in an innocent way. Sergeant Sim and a District Watchman spied him on the street in the hours of darkness and, as he had a suspicious-looking bundle, he was searched. The parcel he was carrying consisted of wooden rungs and pieces of wire attached. At first sight they looked like so many gags, but later on it was ascertained that they were the parts of a collapsible or folding ladder. The idea was simply to throw this across something and then clamber into a vegetable or anywhere where there might be something to steal. At the Magistracy, Mr. Hazell, who heard the case, was not particularly impressed by the man's explanation of his offence, and he was sentenced to be lodged and fed at Government expense for a period of three months, for being a rogue and a vagabond.

Something Wrong Somewhere.

Five summonses were issued by the Sanitary Board against Chan Wing Kai of 102 Queen's Road Central for permitting a domestic building to be occupied without having the ground service covered with a layer of concrete. The summonses had reference to the houses on Kowloon Island Lot 1077 and were returnable by eleven o'clock to-day. Nobody appeared for the Sanitary Board, and the Magistrate, Mr. Hazell, dismissed the summonses. Mr. Gedge, solicitor, who appeared on behalf of defendant, applied for costs stating that he thought it was scandalous that the Sanitary Board should have summoned his client and then have no one in attendance to prosecute. His Worship would allow that the remark was not unfounded. Mr. Gedge then read Government Notification 240, where it appeared that the Lot had been resumed by the Government from his client on 28th May, 1900, and that his client had not been the owner of the Lot for months past. His Honour said he could not allow the costs but recommended that application be made to the Sanitary Board for them.

A Hongkong Chinaman and Aerial Navigation.

Aerial navigation having been practically solved in a way by Count Zeppelin's invention of an aerial ship, which report says was made to travel at the rate of twenty-five miles an hour, it will be interesting to our readers to know that there is in our midst a young Chinaman, Mr. Tsan Tai, of the Public Works Department, who has been interested in the problem of aerial navigation since the year 1894, and the quarter there was an increase in the tonnage under construction of about 5,000 tons, as compared with the figures for last year, but a reduction of about 130,000 tons, accompanied with the unprecedentedly high total which was reached in December, 1898. At the end of the present quarter there are 54 British warships under construction, comprising 13 first-class battleships, 14 first-class armoured cruisers, 1 third-class protected cruiser, 6 sloops, 11 torpedo boat destroyers, and 4 torpedo boats. There are 13 foreign warships under construction.

Vessels under Construction.

From the Returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 499 vessels of 1,203,313 tons gross under construction in the United Kingdom at the close of the quarter ended 30th June, 1900. During the quarter there was an increase in the tonnage under construction of about 5,000 tons, as compared with the figures for last year, but a reduction of about 130,000 tons, accompanied with the unprecedentedly high total which was reached in December, 1898. At the end of the present quarter there are 54 British warships under construction, comprising 13 first-class battleships, 14 first-class armoured cruisers, 1 third-class protected cruiser, 6 sloops, 11 torpedo boat destroyers, and 4 torpedo boats. There are 13 foreign warships under construction.

Weather Report.

The following notice is issued from the Observatory—

On the 14th at 11.50 a. m. a Red Drum hoisted. The barometer continues to fall in S. China and Formosa. The typhoon seems to be moving WNW. At present, increasing winds from NE in the Formosa Channel, and from N in the NE part of the China Sea. Forecast:—N. winds, probably freshening; unsettled, some rain.

Cable, E. E. C. Co. reports—4.14 a. m. strong outbreak, duration about a minute.

LOCAL AND GENERAL.

The Fire at the Arsenal.

On inquiry, at Headquarters to-day, our representative learned that one of the window panes of the fuz room at the Arsenal had had a flaw in the glass. It is supposed that the sun striking through this had caused a heat my to ignite the fuses. The fuses are most inflammable things, but there was nothing else that could have been injured although the whole store had been burned down. The total damage did not exceed a few shillings. The result of the official inquiry held on Saturday was that nobody was to blame and that the fire was due to spontaneous combustion.

The Art Journal.

The June and July numbers of the *Art Journal* have arrived so close together that it has been necessary to peruse them at the same time. The first is the Royal Academy number, and as such contains an article on the exhibition, by Frank Rinder, with thirty-eight illustrations of the works of the year. An illustrated article also deals with the New Art Gallery, and the exhibits of the New English Art Club and the Society of British Artists also receive appreciative notices. An engraving of J. McNeill Whistler's picture 'The Painter' is given as the frontispiece to the July number of the *Art Journal*. There is a greater variety in the contents of this number. The first article treats of the work of Mr. and Mrs. Adeline Stokes and more especially of a representative exhibition of their Dutch work brought together early this year by the Fine Art Society. The extraordinary vicissitudes and privations of the Hungarian artist Munkacsy are related in a short article. To those of an antiquarian turn of mind, 'The Story of a Tower' will be of especial interest. 'Fra Angelico in Rome' tells of this celebrated painter and the circumstances which influenced his work. Close to, but quite apart from the great Paris Exhibition, stands a building scarcely simple in its style containing the work of Monsieur Auguste Rodin, the greatest living sculptor, a description of which is given by Charles Quentin.

Messrs. Lane, Crawford and Co.

To-morrow, Messrs. Lane, Crawford and Co. celebrate the jubilee of the establishment of their business in the Far East. In 1850, Mr. Ninian Crawford established the business of which his brother, Mr. D. R. Crawford, is now the respected senior. The premises were then situated in the locality of Messrs. Falconer's shop, in Queen's Road, and Mr. Ninian Crawford developed to a very considerable extent the business of the firm. On 15th August, 1850, Mr. T. Lane joined Mr. N. Crawford, and originated the now celebrated firm name. The firm attained very large prosperity in the Colony, and the China War of 1860 gave the opportunity which was quickly availed of to extend the business outside the Colony. A ship was chartered by the firm to take stores to the British fleet at Taku and on the other hand was subsequently despatched on the same errand. It is said that when these ships arrived the people swarmed on deck before the hatchways were opened and beer was selling at \$1 a bottle. This enterprise proved so successful that a branch was opened at Tientsin. With the termination of the war, the prosperity of business at Tientsin waned, and the establishment was transferred to Shanghai. This branch now exists in, prospectively the Hongkong establishment, and one of the partners is a son of the founder of the firm. Mr. D. R. Crawford arrived in Hongkong in 1859, and has been associated with the Hongkong establishment since that date. There is a flourishing branch at Yokohama, where another son of Mr. Ninian Crawford presides. Mr. Ninian Crawford left China for good some time in the sixties, and Mr. D. R. Crawford, with Mr. J. S. Cox and Mr. J. R. Eubank, assumed charge. The last named retired in 1880, Mr. Crawford and Mr. Cox continuing till 1887, when they both retired—the business having been transferred to his cousin, Mr. Henry Crawford, and Mr. J. McCallum. After an absence of eight years, Mr. D. R. Crawford returned to Hongkong in 1895, Messrs. H. Crawford and McCallum then retiring. During the last few years the business has enormously increased, and we wish the firm every success. New premises are being erected for the firm on the new Reclamation on Connaught Road.

Well-Deserved.

Adversity maketh honest rogues of us all. The following is a sample of the conversation one sometimes hears nowadays—

A:—I wish I had never come to Hongkong.

B:—Why did you?

A:—Because you see, as you did, I suppose.

B:—Why was that?

A:—Because you were an ass.

B:—Really? Better have stayed at home and earned an honest living, growing potatoes, instead of living here in poverty and dread of meeting your debts by getting your throat cut.

A:—Why did you say that?

B:—Because I thought I could stand more of your kind.

A:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

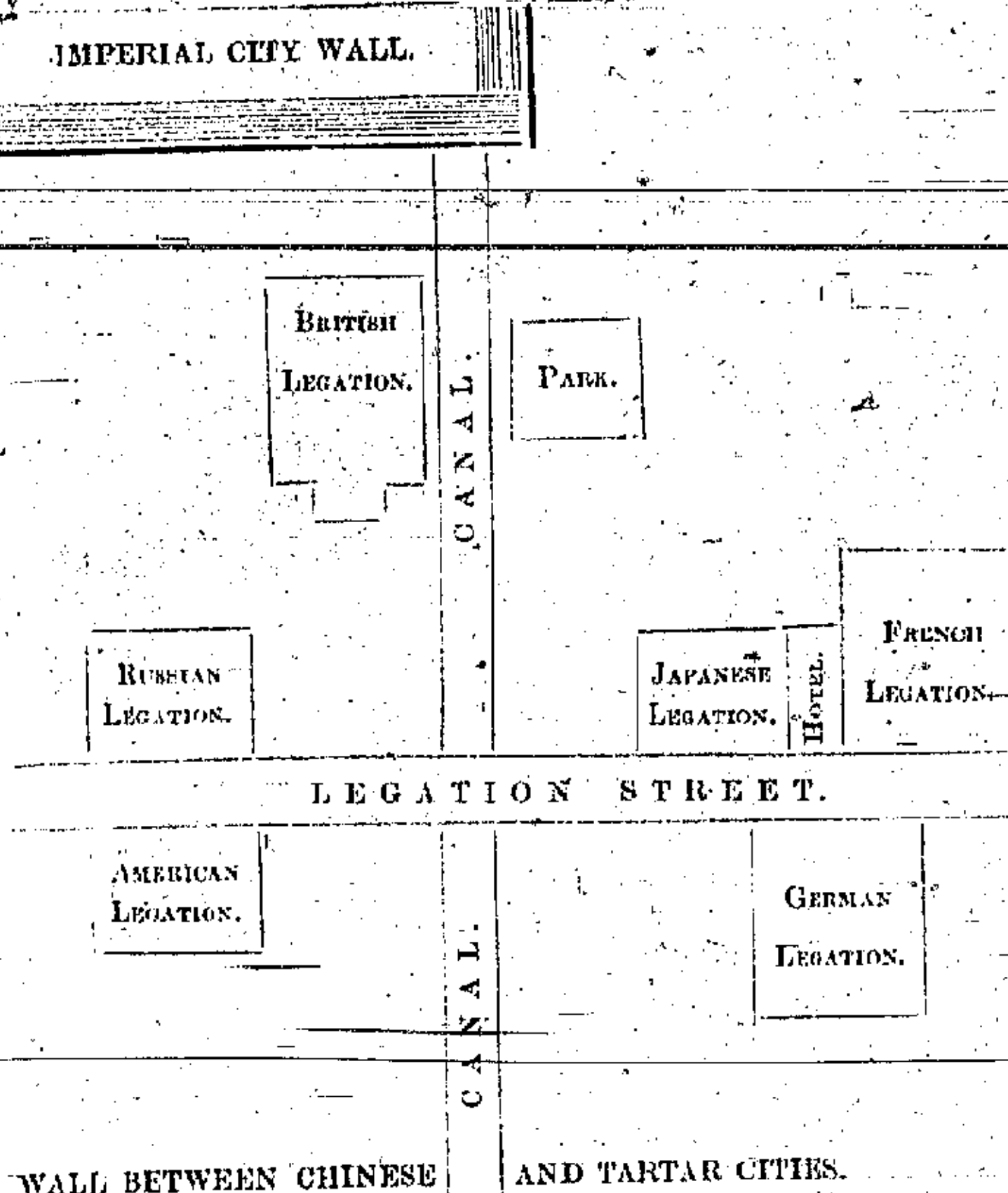
B:—Then you deserve all you get.

B:—Then you deserve all you get.

B:—Then you deserve all you get.

PLAN OF BESIEGED LEGATIONS.

POSITIONS HELD BY FOREIGN RESIDENTS.



The plan reproduced above is a rough sketch from memory by a gentleman who was in Peking immediately previous to the outbreak of the trouble. According to latest detailed sketches from Sir Claude Macdonald, the British Minister at Peking, contained in a letter dated 21st July, the foreigners held the lines of 200 yards of the wall of the Tatar City, south of the American Legation, the Russian Legation, British Legation, half of Park east of British Legation, French Legation and German Legation. The Chinese barricades were said to be close up to the lines held by the foreigners.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

THE POWERS AND CHINA.

WARSHIPS AND TROOPERS.

Arrivals at Singapore.

(From Our Own Correspondent.)

Singapore, August 13, 12 p.m.

The Italian second-class cruiser *Vesuvio*

has arrived and is detained here by some

defects which have developed in her

machinery.

The British troopships *Olce*, *Uta* and*Upada* have arrived.

Three Italian transports have arrived.

The *Vesuvio* is a cruiser of 3427 tons

displacement, with 6220 indicated horse-

power. She has 2 9.8-in., 6 5.9-in., 1

2.5-in., 2 2.2-in. g. and 8 1.4-in. 2 in. guns.

The *Olce* brings the 34th Pioneer, 6

officers, 11 native officers, 433 men, fol-

lowers, etc., 41st Native Field Hospital,

followers, etc., British Section Hospital

Ship, 10 officers, 2 nursing sisters, 1 as-

sistant surgeon, Commissariat stores, etc.

The *Upada* brings a squadron of 3rd

Bombay Cavalry, 2 British, 4 Native

officers, 119 men, 63 followers, 4 chargers,

123 horses, 51 saddled mules and ponies.

C section 57th Native Field Hospital, part

of transport of Cavalry Brigade and nume-

rous other details.

MISSIONARIES WANTED TO

RETURN.

A Mandarin in a Fix.

It will be remembered that on August 6,

Rev. J. Gansher, of the Rhenish Mission,

wrote to us that all the Rhenish missionaries

had withdrawn from their respective

stations in the Sanchow and Tungku districts

of Kwangtung. This action was taken in

consequence of word having been sent by

the mandarin of Tungku city that in his

analysis for the safety of the missionaries

he wished it known that in the case of

foreign men of war entering the rivers of

China he should feel himself unable to

protect the lives of foreigners. It now

appears that the Acting Viceroy at Canton

has misunderstood the action of the

mandarin, and thinks it is simply a dodge

to raise a rebellion in Kwangtung. The

Viceroy has made representations to the

Mandarin and the latter official fearful that

he may be bereft of his head has appealed to

the Rev. Mr. Gansher to return with the

other missionaries to their stations.

LOCAL CASUALTIES.

A wire has been received at Head-

quarters here stating that on the 8th inst.

Private Morgan, R.W.F., died of dysentery,

while Private Huddleston, R.W.F., was

severely wounded.

On the 8th inst. one man of the Hong-

kong Regiment was severely wounded and

4 men slightly wounded.

THE SAVAGERY OF THE

MANCHUS.

Execution by the 'Tsa-iao-tao.'

(N.C. Daily News.)

The Savagery of the Manchus and Re-

actionists of Peking in executing the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

prisoners of the Tsa-iao-tao, the

Prospectus.

THE SHARE LIST WILL CLOSE AT NOON ON

THE 15TH AUGUST, 1900.

PROSPECTUS

OF THE

CHINA MATTING MANUFACTURING COMPANY,

LIMITED.

CAPITAL (HONGKONG CURRENCY)

Divided into 1,000 Shares of \$20 each,

of which \$5 is payable on application and

\$15 on allotment. The Balance will be

Called up as required, probably \$5 in

about 6 months time and balance about

1 year hence.

HEAD OFFICE: HONGKONG.

Consulting Committee:

ROBERT SHAW, Esq. (Chairman),

D. CHILDS, Esq. Hongkong and Whampoa

Dock Co., Ltd.

J. H. LEWIS, Esq., Messrs. Douglas

Laurel & Co.

CHAU TUNG SHING, Esq.

General Managers:

SHEWAN, TOMES & Co.

Bankers:

HONGKONG AND SHANGHAI BANKING

CORPORATION.

THIS Company has been formed for the

purpose of making by power looms

straw matting of the same description as

that now produced by hand-loom in the

neighbourhood of Canton (China).

The export of Matting from China to the

United States has of late years become a

most important trade, having risen in the

last 10 years from 1885/1886 to

1899/1900, from 170,472 rolls shipped in 1885/1886

to 370,107 rolls shipped in 1899/1900.

As usual, the quality of the goods has

fallen away with the increased demand,

while prompt delivery, in constant time,

has become increasingly difficult.

Many attempts have been made to devise

a loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

loom which could be worked by steam to

take the place of the crude hand-loom,

but no success has yet been attained, by a

Intimations.

THE TRADE MARKS ORDINANCE,

1899.

APPLICATION FOR REGISTRATION

OF TRADE MARKS.

NOTICE is hereby given that the

CENTENNIAL MILL COMPANY,

carrying on business at Seattle, Washington,

in the United States of America, and at

Spokane, Washington, do hereby, as Mer-

chant Millers, have on the 2nd day of May,

1900, applied for the Registration in Hong-

kong, in the Register of TRADE MARKS

of the following TRADE MARKS:

1. The invented words 'Centennial',

'Roller Mills', 'Printed', 'Stamped',

'Painted', 'Imprinted', 'Branded', 'Sten-

dilled', 'Written', 'Drawn', 'Out', or

embossed on the Label or Seal—the

word 'Centennial' being over the

figure of a star which divides the

words 'Roller' and 'Mills'.

The facsimile of a star underneath

the word 'Centennial' and between

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

THE Company's Steamship "TARTAR," Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about WEDNESDAY, (Daylight), the 15th August, 1900.

For VANCOUVER and VICTORIA, B.C., (via INLAND SEA, KOBÉ and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight and Passage, apply to D. E. BROWN, General Agent, Hongkong, August 8, 1900. 1587

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "CHANGSHA," Captain Moore, will be despatched on WEDNESDAY, the 15th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for Return by the Steamers of the Eastern and Australian S. S. Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, July 21, 1900. 1681

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBÉ VIA KIOUCHI.

THE Company's Steamship "SANDER," Captain R. MAYNARD, will leave for the above places on WEDNESDAY, the 15th Inst., in the Afternoon.

SANDER, WIELER & Co., Agents, Hongkong, August 10, 1900. 1706

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBÉ.

THE Company's Steamship "TATIAN," Captain Nelson, will be despatched on SATURDAY, the 18th Inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, August 13, 1900. 1638

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "TRINIAN," Captain Anderson, will be despatched on MONDAY, the 20th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, July 30, 1900. 1639

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "IMPELUS," will be despatched as above on TUESDAY, the 14th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, July 27, 1900. 1623

Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR HONOLULU AND CEBU.

THE Company's Steamship "ESMERALDA," Capt. G. J. BLANKIN, will be despatched as above on WEDNESDAY, the 15th August, at 4 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, August 10, 1899. 1704

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBÉ.

THE Steamship "AIRLIE," Captain St. John Gordon, will be despatched as above on WEDNESDAY, the 15th Inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, August 11, 1900. 1710

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, PLOME & TRIESTE.

(Taking Cargo at through rates to the Black Sea, to SOUTH AFRICA, CAIRO, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and Adriatic Ports).

THE Company's Steamship "FRANZ FERDINAND," Captain G. COSTAZZO, will be despatched as above on THURSDAY, the 16th Inst.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Hongkong, August 11, 1900. 1710

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON Rates).

THE Company's Steamship "LION," Captain Robinson, will be despatched as above on TUESDAY, the 14th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, August 9, 1900. 1699

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS SYDNEY & MELBOURNE.

THE Company's Steamship "TSINAN," Captain Anderson, will be despatched on MONDAY, the 20th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for Return by the Steamers of the Eastern and Australian S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, July 30, 1900. 1640

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship "ANFENG MARU," Captain S. ARIMA, will be despatched for the above Ports on WEDNESDAY, the 22nd August, at Daylight.

For Freight or Passage, apply to MITSUI RUSSIAN KAISHA, Agents, Hongkong, August 8, 1900. 1693

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MAUSSELLES AND LONDON, VIA MANILA.

THE Company's Steamship "TEENRAI," Captain Commander, will be despatched as above on the 23rd Inst.

For Freight, apply to JARDINE, MATHESON & Co., Agents, Hongkong, August 7, 1900. 1691

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "INDRAVELLI," Captain W. E. CRAVER, will be despatched as above on or about the 24th August.

For Freight, apply to JARDINE, MATHESON & Co., Agents, Hongkong, July 20, 1900. 1670

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship "SUISA," Captain TAD, will be despatched as above on FRIDAY, the 17th Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, August 13, 1900. 1723

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "SUNGKIANG," Captain Moon, will be despatched on FRIDAY, the 17th Inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

A duly-qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, August 8, 1900. 1694

THE OSAKA SHOSHEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship "MAIDZURU MARU," Captain T. OZAKI, will be despatched for the above Ports on SUNDAY, the 19th Inst., at Daylight.

For Freight or Passage, apply to MITSUI RUSSIAN KAISHA, Agents, Hongkong, August 13, 1900. 1718

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "RICHMOND CASTLE," will be despatched for the above Port on or about the 25th August, and will be followed by the Steamship "AFRIDI," on or about the 3rd September, and the Steamship "MARIA DE LARRINAGA."

For Freight, apply to DODWELL & Co., Ltd., Agents, Hongkong, August 14, 1900. 1687

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "GLAUCUS," Captain Barwise, will be despatched as above on TUESDAY, the 14th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, August 9, 1900. 1697

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PELEIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "MALTA," Captain T. J. COLE, carrying Her Majesty's Mails, will be despatched from this Port on SATURDAY, the 18th August, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed off Bombay with Transhipment.

Passengers will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent, P. & O. S. N. Co.'s Office, Hongkong, August 4, 1900. 1673

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

Proposed Sailings from HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, PORTS, and HONOLULU, THE UNITED STATES, MEXICO, THE CENTRAL AND SOUTH AMERICA, Etc.

Bigelow King, 3379, About 14th Sept.

THESS'S "Bigelow King" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, MOI, KOBÉ, YOKOHAMA, and HONOLULU, on or about the 14th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, August 11, 1900. 1697

Mails.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named—

FOR SHANGHAI, Penang, etc., A. SYMONS, About 17th August.

FOR YOKOHAMA, Penang, etc., C. C. TALBOT, R.N.R., 18th August.

FOR MARSHALLS & LONDON, G. W. BAROT, About 18th August.

FOR SHAI & JAPAN, Malacca, E. G. ANDREWS, About 24th August.

FOR LONDON, G. W. GORDON, R.N.R., About 6th Sept.

* See Special Advertisement. † Passing through the Inland Sea. ‡ For Freight only.

For Freight or Passage, and further Particulars, apply to A. M. MARSHALL, Acting Superintendent, P. & O. S. N. Co.'s Office, Hongkong, August 14, 1900. 1709

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ALLEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

STEAMERS: WEIMAR, FRIZ, HILF, HAMBURG, SACHSEN, OLDENBURG, BAYERN, STUTTGART, ROSTOCK, HILF, HILF, HILF.

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship "WEIMAR," Captain E. LOYD, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Tuesday, the 21st August, and Cargo and Specie will be received on board until 5 p.m. on Wednesday, the 22nd August, and Parcels will be received at the Agency's Office until Noon on Wednesday, the 22nd August.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards. Linen can be washed on board.

For further Particulars, apply to Norddeutscher Lloyd, Melchers & Co., Agents, Hongkong, August 14, 1900. 1703

U. S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from HONGKONG: City of Rio de Janeiro, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Hilo), SATURDAY, Aug. 25, at Noon.

City of Peking, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Hilo), TUESDAY, Sept. 18, at Noon.

City of St. Louis, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Hilo), SATURDAY, Oct. 13, at Noon.

THE U. S. Steamship "City of Rio de Janeiro" will be despatched for SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th August, at Noon, taking Freight for Japan, the United States, and Europe.

Passengers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding THROUGH ORDERS TO EUROPE have the choice of the Overland Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of 25¢ in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application to the Collector of Customs at San Francisco.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Hawaii, Thibet, and Denmark, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. the day before sailing. All Parcels should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, at San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. E. GORHAM, Acting Agent, Hongkong, August 7, 1900. 1693

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "CHANGSHA," Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

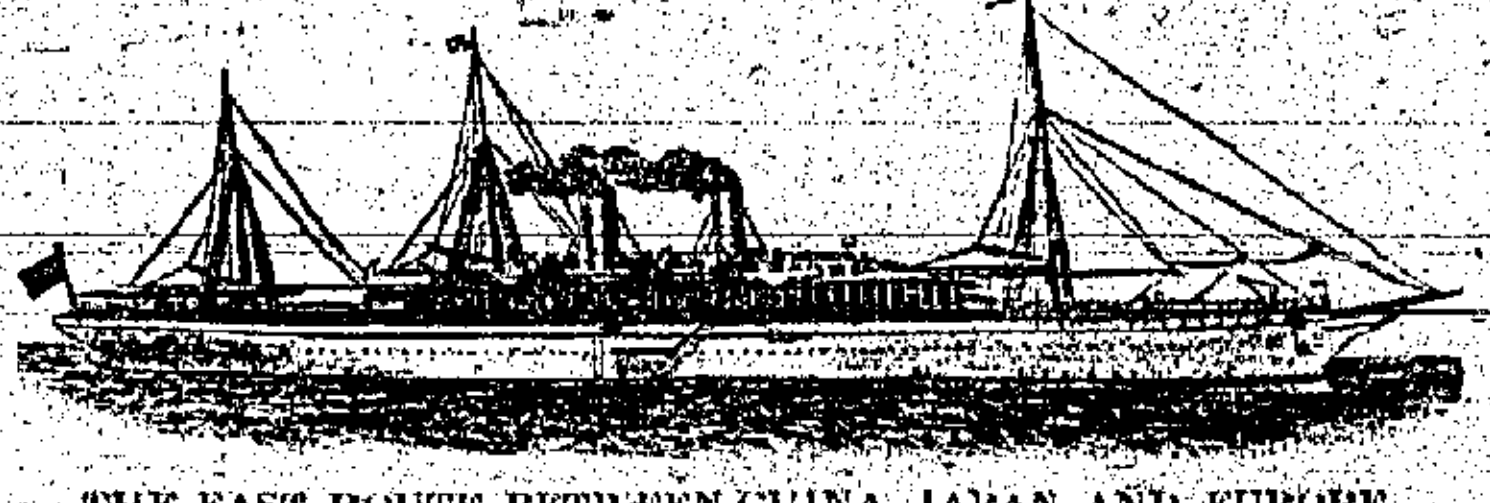
A duly-qualified Surgeon is carried, and the vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, July 26, 1900. 1694

WASHINGTON BOOKS. (In English and Chinese.) WASHINGTON BOOKS, for the use of the Chinese and Gentlemen, can now be had at this Office. Price 41 each. China Mail Office.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.) SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots. (Subject to Alteration.)

EMPRESS OF INDIA... Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 29th Aug. 1900. EMPRESS OF JAPAN... Comdr. G. A. LEE, R.N.R. WEDNESDAY, 30th Sept. 1900. EMPRESS OF CHINA... Comdr. B. ARCHIBALD, R.N.R. WEDNESDAY, 21st Oct. 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET, 1696 Hongkong, August 3, 1900.

HAMBURG-AMERIKA LINE. (FREIGHT SERVICE). OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ASHWORTH, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Steamers: S. S. MARBURG, Capt. V. BINDER, HAVRE and HAMBURG, (London with transhipment in H'burg). S. S. SIBIRIA, Capt. BRAUN, HAVRE & HAMBURG. S. S. SAON, Capt. JON, HAVRE & HAMBURG. S. S. SEBASTIA, Capt. SANG, HAVRE and HAMBURG, (London with transhipment in H'burg).

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to Carlowitz & Co., Agents, Hongkong, August 9, 1900. 1784

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG: Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH Northern Pacific Railway Co. Oregon Railroad & Navigation Co.

Steamer: Olympia, 2837 Tons, Capt. T. J. Trubridge, Sept. 1, at Noon. Glacier, 3750 Tons, Capt. W. F. Fries, Sept. 1, at Noon. Bluff, 2872 Tons, Capt. F. Kennedy, Oct. 20, at Noon.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST, and the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47. Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. Direct Cars attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £28. The best route to the Hoquiam, Grays Harbor, Fre